

### AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions and listings of claims. These claims are reflected in the substitute specification.

1. (Currently amended) A riding type vehicle comprising:  
~~characterized in a riding type vehicle including an automatic transmission, a clutch actuator~~  
and a shift actuator configured to execute ~~capable of executing a shift change by the automatic~~  
transmission, a clutch actuator and a shift actuator;  
—— ~~wherein a~~ multiplate clutch ~~a clutch~~ the operation of which is controlled by the clutch  
~~actuator is a multiplate clutch;~~  
—— ~~wherein the multiplate clutch comprising is provided with urging means~~ bias member  
configured to for enlarging a partial clutch engagement region of the multiplate clutch; and  
—— ~~wherein in the shift change, both of both~~ the clutch actuator and the shift actuator are  
controlled configured to operate overlappingly in an overlapping manner.
2. (Currently amended) The riding type vehicle according to Claim 1, wherein the ~~urging~~  
~~means~~ bias member ~~for enlarging the partial clutch engagement region~~ is a coil spring.
3. (Currently amended) The riding type vehicle according to Claim 1, ~~characterized~~  
wherein the bias member is configured to in that the urging means enlarges the partial clutch  
engagement region by reducing a rigidity of the multiplate clutch.
4. (Currently amended) The riding type vehicle according to Claim 1 wherein the clutch  
actuator is connected to ~~with~~ a control apparatus;  
wherein the control apparatus is ~~characterized configured to control in controlling~~ the clutch  
from a first state of starting to transmit a drive force on a side of an engine by transmitting an  
operating force to the clutch by way of an operating force transmitting mechanism to a second state  
of starting to rotate the clutch in synchronism with the side of the engine by making a stroke by a  
predetermined amount by the clutch actuator; and  
wherein the ~~urging means~~ bias member and multiplate clutch is characterized configured in  
being provided to the multiplate clutch to construct a constitution in which such that when a  
temperature of the clutch is changed, a first range between a stroke position on a low temperature  
side and a stroke position on a high temperature side in the first state and a second range between a

stroke position on a low temperature side and a stroke position on a high temperature side in the second state are separated from each other.

5. (Currently amended) The riding type vehicle according to Claim 1, wherein the clutch actuator is connected ~~with~~ to a control apparatus;

wherein the control apparatus is ~~characterized~~ configured to in-controlling ~~control~~ the clutch from a first state of starting to transmit a drive force on a side of an engine to a second state of starting to rotate the clutch in synchronism with a side of the engine by transmitting an operating force to the clutch by way of an operating force transmitting mechanism by making a stroke by a predetermined amount by the clutch actuator; and

wherein the bias device and the multiplate clutch is configured such that urging means is ~~characterized in being provided to the multiplate clutch to construct a constitution in which~~ when the clutch is worn, a first range between a stroke position on a side before wearing the clutch and a stroke position on a side after wearing the clutch in the first state and a second range between a stroke position on a side before wearing the clutch and a stroke position on a side after wearing the clutch in the second state are separated from each other.

6. (Currently amended) The riding type vehicle according to Claim 1, ~~characterized in that~~ wherein in when the clutch actuator and the shift actuator and the overlapping operation, a shift change operation of the shift actuator is executed in a partial clutch engagement region produced by controlling the clutch actuator.

7. (Currently amended) The riding type vehicle according to Claim 6, ~~characterized in that~~ wherein a timing of starting the partial clutch engagement region and the shift change operation of the shift actuator are controlled to be synchronized.

8. (Currently amended) The riding type vehicle according to Claim 1, wherein the multiplate clutch comprises:

respective clutch disks arranged on a same axis center, ~~made to be able~~ configured to be able to rotate relative to each other around the axis center, ~~made to be able~~ configured to be brought into contact with each other and separated from each other in an axial direction of the axis center and cooperatively connected to a drive side and a driven side;

a stopper for hampering the two clutch disks brought into contact with each other from moving in one direction of the axial direction to a predetermined position or further;

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a clutch spring ~~configured to~~ exerting an urge force to the two clutch disks in the one direction to bring to the two clutch disks movements of which are hampered by the stopper into contact with each other; and

~~bias~~urging force releasing ~~device configured to~~ means for enabling to release of the urge force of the clutch spring exerted to the two clutch disks by inputting an operating force from outside;

wherein the clutch actuator is an actuator for exerting the operating force to the ~~bias~~urging force releasing ~~device~~ means; and

wherein the ~~urging-bias device means configured to~~ enlarge the partial clutch engagement region is a transmitting torque ~~restricting-restriction~~ spring ~~configured to~~ urging the two clutch disks in other direction of the axial direction to be brought into contact with each other.

9. (Currently amended) The riding type vehicle according to Claim 1, wherein the clutch actuator is an actuator ~~for configured to~~ controlling the clutch from a first state of starting to transmit a drive force on a side of an engine to a second state of starting to rotate the clutch in synchronism with the side of the engine by transmitting an operating force to the clutch by way of an operating force transmitting mechanism by making a stroke of a predetermined amount; and

wherein the clutch actuator and the operating force transmitting mechanism are characterized in being arranged at outside of the engine.

10. (Currently amended) The riding type vehicle according to Claim 8, wherein the actuator is an electric motor.

11. (Currently amended) The riding type vehicle according to Claim 1, ~~characterized wherein~~ in that the clutch actuator is ~~arranged-disposed~~ at inside of the engine of the riding type vehicle.

12. (Currently amended) The riding type vehicle according to Claim 8, ~~characterized wherein~~ in that the operating force transmitting mechanism is provided with a first connecting portion provided on a side of the clutch actuator and a second connecting portion provided on a side of the clutch movably in separating and approaching directions, provided with a first urging means ~~bias member configured to~~ urging the two first and second connecting portions in the separating direction, and when the clutch is disconnected, the clutch is ~~constituted configured~~ to be disconnected by making the two first and second connecting portions approach each other against an urge force of the first ~~urging means~~ bias member by driving the clutch actuator.

13. (Currently amended) A riding type vehicle comprising: ~~which is a riding type vehicle including an automatic transmission capable of executing a shift change by a clutch actuator and a shift actuator;~~

———wherein the clutch actuator is connected with a control apparatus;

———wherein the control apparatus is ~~characterized in~~configured to controlling ~~at~~ the clutch from a first state of starting to transmit a drive force on a side of an engine to a second state of starting to rotate the clutch in synchronism with the side of the engine by transmitting an operating force to the clutch by way of an operating force transmitting mechanism by making a stroke by a predetermined amount by the clutch actuator; and

~~wherein the urging means~~ a bias member within ~~is characterized in being provided with the clutch to construct a constitution in which~~configured such that when a temperature of the clutch is changed, a first range between a stroke position on a low temperature side and a stroke position on a high temperature side in the first state and a second range between a stroke position on a low temperature side and a stroke position on a high temperature side in the second state are separated from each other.

14. (Currently amended) A riding type vehicle comprising: ~~which is a riding type vehicle including an automatic transmission capable of executing a shift change by a clutch actuator and a shift actuator;~~

wherein the clutch actuator is connected with a control apparatus;

wherein the control apparatus is ~~characterized in controlling~~configured to control a ~~multiplate~~the clutch from a first state of starting to transmit a drive force on a side of an engine to a second state of starting to rotate the clutch in synchronism with the side of the engine by transmitting an operating force to the clutch by way of an operating force transmitting mechanism by making a stroke by a predetermined amount by the clutch actuator; and

~~wherein a bias member~~ the urging means ~~is characterized in being provided to the~~ for the ~~multiplate clutch to construct a constitution in which~~configured such that when the clutch is worn, a first range between a stroke position on a side before wearing the clutch and a stroke position on a side after wearing the clutch in the first state and a second range between a stroke position on a side before wearing the clutch and a stroke position on a side after wearing the clutch in the second state are separated from each other.

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15. (Currently amended) The riding type vehicle according to ~~any one of Claims 1 through 14~~;

wherein the riding type vehicle is a motor cycle; and

wherein the clutch actuator and the shift actuator are configured~~characterized in being~~ controlled by an electronic control device~~portion~~.

16. (Currently amended) The riding type vehicle according to Claim 1~~any one of Claims 1 through 14~~, ~~characterized wherein in that~~ the automatic transmission is configured to execute ~~executes~~ the shift change by an instruction of a driver, or an instruction by an electronic control apparatus electrically connected to the clutch actuator the shift actuator.

17. (Currently amended) The riding type vehicle according to Claim 16, ~~characterized~~ wherein the automatic transmission is configured to execute the shift change through an electronic control apparatus electrically connected to the clutch actuator and wherein~~in that~~ the electronic control apparatus is electrically connected with a sensor for detecting a situation of the riding type vehicle;

wherein the instruction by the electronic control apparatus is carried out in accordance with a situation of the riding type vehicle.